

IDEALIST

IDEA 3404-66
Copy 3 of 7

12 DEC 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Resume of Mission C216C

1. General: Mission C216C (Canned Route 1045) was originally alerted for 25 November 1966, Zulu date. Due to marginal weather at the pre Go-No-Go briefing, a twenty-four hour delay was passed to all concerned. Briefed take off time of 0230Z, 26 November was made good from [redacted] General area covered was that area on mainland from south of Shanghai to abeam of [redacted]. Pilot was Lieutenant Colonel [redacted]

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25X1A

[redacted] agreed to obtain periodic coverage

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Preplanned Mission Data:

Distance	1752 NM
Time to Hi Cone	4+37 Hours
Penetration Altitude	69,000 Feet
Mission Profile	Maximum Altitude
Take-off Fuel	1020 Gallons
Planned Fuel Reserve at Hi Cone	160 Gallons

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Targets. This mission was planned to cover twenty three COMOR targets of which seven of these were high priority [redacted]

2. Mission Data as Flown: Penetration of denied area was made good southeast of Luchiao Airfield at 69,000 feet. Flight proceeded as briefed to a point approximately thirty miles west of Chu Hsien Airfield. Mission was aborted at this

IDEALIST

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Excluded from automatic
downgrading and
declassification

IDEA 3404-66

Page 2

25X1C

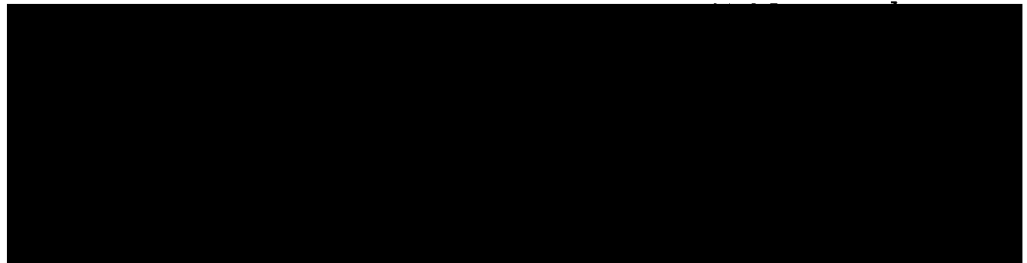
point due to System 13C overheat light. Exit from denied territory was approximately fifty miles northeast of Fuchou. Landing was at [REDACTED] for a mission duration of 4+03 hours. An estimated two-thirds of the preplanned route was flown. Although a portion of the route was not flown, twenty COMOR targets were covered plus an additional forty of varying interest to the Intelligence Community. Thirteen of the originally scheduled twenty three COMOR targets were photographed. First time base line coverage was obtained on Chungan Airfield. A number of KOMAR missile patrol boats were detected at Santu Naval Base which should be of interest to [REDACTED]. Weather was generally as briefed. The majority of the route, as flown, was predominately Category I weather with the exception of the most northern turn point near Chang Chiao Airfield which was Category III and IV.

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3. Air Defense Reactions (ChiCom):

Radar Tracking:

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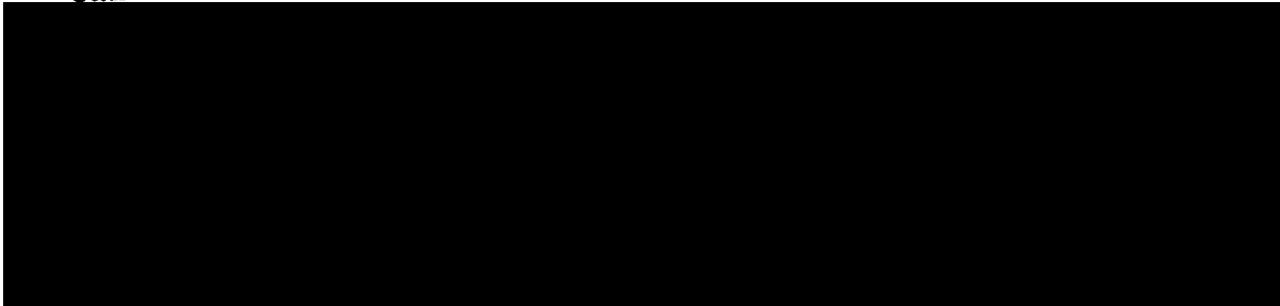


4. Fighter Reaction: Fighter reaction was observed on three occasions during this mission. The first occurred near Chang Chiao Airfield. No hostile action was apparent. The second incident happened about fifty miles south of Chiang Chiao Airfield. Enemy aircraft was sighted climbing rapidly from the 6 o'clock position about 5 to 6,000 feet below. Bogie passed the U-2 an estimated four or five miles to the right. The last reaction was near Chin Hua Airfield. Enemy aircraft was sighted 4 to 5,000 feet below the mission aircraft at the 10 o'clock position climbing rapidly. Bogie passed two to three miles in front of the U-2. This last intercept attempt appeared to be a frontal attack which is not the normal ChiCom tactic. Identification of the type of

TOP SECRET
IDEALIST

IDEA 3404-66
Page 3

MIG fighters was not ascertained and their launch base(s)
can not be determined.




6. Materiel:

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a. Article 348 was originally scheduled for Mission C216C. When the pre-flight inspection was conducted, it was found that the System 13C destruct relay had failed. The decision was made to substitute Article 385 which had been readied as a back up. Both aircraft were configured identically except for the tracker. The T-35, lightweight tracker, was desired but due to a lack of time, the switch couldn't be made. Article 385 was flown with the T-70, heavy tracker.

b. The abort made after 2+45 hours of the mission was caused by the System 13C overheat light. The overheat light came on after 2+30 hours of the mission. Inflight switching procedures were followed by the pilot to no avail. Post-flight inspection revealed an indentation in the cover seal which caused a pressurization leak. The seal was replaced and the pressure box pressure checked all right. Pressure check on pre-flight inspection was acceptable. The only other write up was the cabin temperature control which gave a slow response in automatic and manual.

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7. Communications: All communication equipment including the  worked satisfactorily.

SIGNED


Lt. Colonel USAF
C/IDEA/OSA

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TOP SECRET
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IDEA 3404-66
Page 4

25X1A

IDEA/OSA/ [REDACTED] : aea (9 Dec 66)

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Attachments - 2

1. Route Overlay.
2. Targets Covered.

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